

June 2019
SF587A

Subject: Freightliner Cascadia Pre-Wired Airbags

Models Affected: Specific Freightliner Cascadia vehicles manufactured October 24, 2018, through May 23, 2019 and pre-wired for a steering wheel airbag.

General Information

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, is initiating Field Service Campaign SF587A to modify the vehicles mentioned above.

Certain vehicles were built pre-wired for steering wheel airbags with the intention that the airbags will be installed at a later date.

Cab ground updates will be performed and a steering wheel airbag, wiring harness, and new clockspring will be installed.

There are approximately 1,675 vehicles involved.

Additional Repairs

Dealers must complete all outstanding field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from failure to complete campaigns within a reasonable time after receiving notification.

Please contact Warranty Campaigns for consideration of additional charges prior to performing the repair.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR261).

Replacement Parts

Replacement parts are now available and can be obtained by ordering the kit and/or part number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicle(s) involved in campaign SF587 a list of the customers and vehicle identification numbers will be available on DTNACconnect. Please refer to this list when ordering parts for this campaign.

Table 1 - Replacement Parts for SF587

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit
SF587A	N/A	COVER-STEERING WHEEL,DRIVER AB	14-19562-001	1 ea
		HARN-STRG,CLK,HRN AB10,SRV JMP	A66-17803-001	1 ea
		CLOCKSPRING-AIRBAG,GLOBAL WHL	14-19090-001	1 ea
		TERM LUG 3/8 6 AWG	23-12446-063	1 ea
		SCREW-CAP,HEXSOCH,M6X16	23-14428-000	2 ea
		BLANK COMPLETION STICKER	WAR261	1 ea

Table 1

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Removed Parts

U.S. and Canadian Dealers, please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts. Export distributors, please destroy removed parts unless otherwise advised.

Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Corrective Action
SF587A	Ground updates, install new airbag, wiring harness, and clockspring	4.2	996-F048A	12-Repair Recall/Campaign
	Replace damaged/spinning GNDP floor stud (claim additional SRT only if stud is replaced)	0.5	996-F048B	

Table 2

IMPORTANT: When the campaign has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the grey completion sticker provided in the field service kit (Form WAR261). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a field service kit is not required or there is no completion sticker in the kit, write the campaign number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling (landed cost for Export Distributors) by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in OWL:

- Claim type is **Field Service Campaign**.
- In the Campaign field, enter the campaign number and appropriate group (**SF587-A**).
- In the Primary Failed Part field, enter **25-SF587-000**.
- In the Parts section, enter the appropriate kit number(s) as shown in the Replacement Parts Table.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table. Administrative time will be included automatically as SRT 939-6010A for 0.3 hours.
- The VMRS Component Code is **F99-999-005** and the Cause Code is **A1 - Campaign**.
- This Field Service Campaign will **terminate on June 30, 2020**. Dealers will be notified of any changes to the termination date via Important Campaign Information Letter posted on DTNACConnect.com.

IMPORTANT: OWL must be viewed prior to beginning work to ensure the vehicle is involved and the campaign has not previously been completed. Also, check for a completion sticker before beginning work.

All claims must be submitted within 30 days of the repair and within 30 days of the termination date of the campaign. U.S. and Canadian Dealers: All excess inventory to be returned to the PDC following the conclusion of the campaign must be returned in resaleable condition to the Memphis PDC within 90 days from the termination date. Please submit a PAR to request return to the Memphis PDC. (Canadian dealers should return the kits to their facing PDC.) Export Distributors: Excess inventory is not returnable.

For questions, U.S. and Canadian dealers, contact the Warranty Campaigns Department via Web inquiry at DTNACConnect.com / WSC, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information. Export distributors submit a Web inquiry or contact your International Service Manager.

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Copy of Notice to Owners

Subject: Freightliner Cascadia Pre-Wired Airbags

Daimler Trucks North America LLC (DTNA), on behalf of its Freightliner Trucks Division, is initiating Field Service Campaign SF587A to modify specific Freightliner Cascadia vehicles manufactured October 24, 2018, through May 23, 2019, and prewired for a steering wheel airbag.

Certain vehicles were built pre-wired for steering wheel airbags with the intention that the airbags will be installed at a later date.

Cab ground updates will be performed and a steering wheel airbag, wiring harness, and new clockspring will be installed.

Please contact an authorized Daimler Trucks North America dealer to arrange to have the campaign performed and to ensure that parts are available at the dealership. To locate an authorized dealer, go to www.Daimler-TrucksNorthAmerica.com. On the menu tab, select "Contact," scroll down to "Find a Dealer," and select the appropriate brand. The campaign will take approximately five hours and will be performed at no charge to you.

This Field Service Campaign will **terminate on June 30, 2020**. Please make sure the campaign is completed prior to this date. Work completed after this date will be done at the customer's expense.

As stated in the terms of your express limited warranty, Daimler Trucks North America LLC will not pay for any damage caused by failure to properly maintain your vehicle. Daimler Trucks North America LLC considers the work necessary under this campaign to be proper maintenance and will, therefore, not pay for any damage to your vehicle caused by your failure to have the repairs that are the subject of this campaign performed in a reasonable time.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

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Work Instructions

Subject: Freightliner Cascadia Pre-Wired Airbags

Models Affected: Specific Freightliner Cascadia vehicles manufactured October 24, 2018, through May 23, 2019 and pre-wired for a steering wheel airbag.

Ground Inspection and Airbag Procedure

1. Check the base label (Form WAR259) for a completion sticker for SF587 (Form WAR261) indicating this work has been done. The base label is usually located on the front wall under the dash. If a sticker is present, no work is needed. If there is no sticker, proceed with the next step.
2. Position the front tires straight ahead. If possible, drive the vehicle in a straight line for a short distance, stopping at the spot where service work will be done.
3. Apply the parking brakes and shut down the engine. Chock the tires.
4. Disconnect the batteries.
5. Remove the dash lower center consoles, the footwell panel, the steering column lower cover, the dash switch panel, the dash auxiliary (B panel) fascia, the right-hand lower dash panel, the electronics bay cover, and the panel gauge auxiliary cover panel. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
6. Open the hood.
7. Inspect the vehicle frame rail GNDE and GNDP studs. See [Fig. 1](#) and [Fig. 2](#). Use lacquer thinner, as needed, to clean off any excess paint on electrical connections throughout these instructions.
8. Verify that the Electrical Ground (GNDE) and the Power Ground (GNDP) frame rail studs are clean and torqued correctly. Disassemble and inspect the studs for overspray on the flat surfaces, and in between the ring eyes. Torque these frame rail ground studs 14 lbf-ft (19 N·m). Repaint the connection as necessary. See [Fig. 9](#) on page 8.



Fig. 1, GNDE Frame Rail Stud



Fig. 2, GNDP Frame Rail Stud

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IMPORTANT: Vehicles will have a GNDE cable either going directly to the battery negative (back-of-cab battery box equipped units) or to the left frame rail stud near the HDEP MCM (undercab battery box equipped units), but not both. Service as required for the vehicle's configuration. The GNDE frame rail stud is located on the inside of left frame rail, just aft of the left rear engine mount.

9. Relocate GNDE cab skin ground (**Fig. 7** on page 7) to the longitudinal bolt near the floor stud. This will require replacing the original GNDE ring eye terminal (23-12446-063) with a 6 AWG 3/8-inch ring eye cable end (p/n 23-11194-506) that fits on the 10-mm longitudinal bolt; the left cab splash shield will need removed for this repair. Remove the longitudinal bolt, and clean the cab skin around longitudinal bolt as needed. Install the GNDE ground cable and longitudinal bolt, and torque to 33 lbf-ft (45 N-m). See **Fig. 3**.
10. If the GNDE floor stud is damaged or spinning in its mount when removing the nut used to mount the sleeper A/C line support Z bracket, the stud will need replaced with a bolt. Continue with the following sub-steps for this procedure.

NOTE: Vehicles without a sleeper A/C support bracket (typically daycabs) do not need the following repair. Continue with step 11.

- 10.1 Remove the driver's-side sill cover, the lower A-pillar cover, and the lower steering wheel cover. See **Fig. 4**.
- 10.2 Roll back the driver's-side floor mat far enough to access the center floor area above the stud, where the bolt is installed.
- 10.3 Locate the mounded area on the floor, directly above the GNDE stud location.

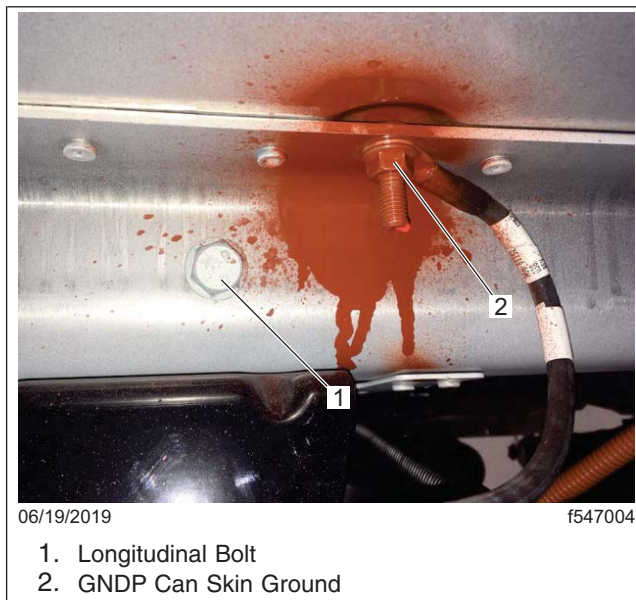


Fig. 3, Cab Skin Ground and Longitudinal Bolt

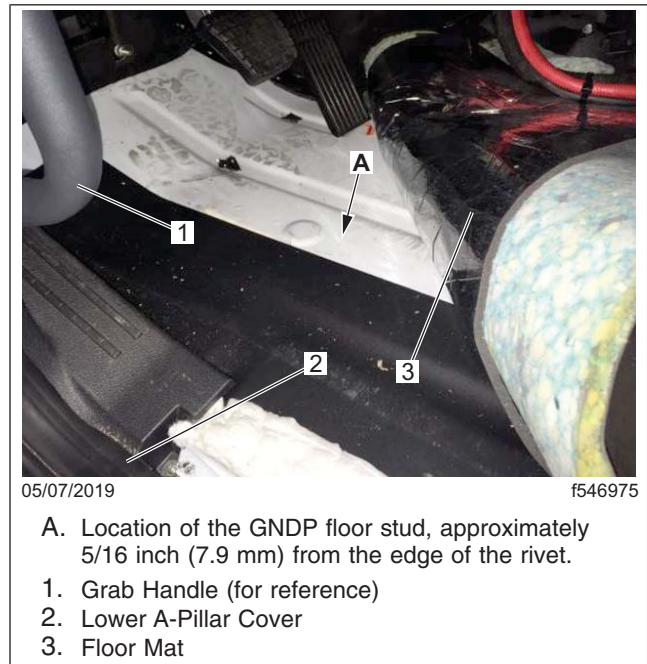


Fig. 4, GNDE Floor Stud Location

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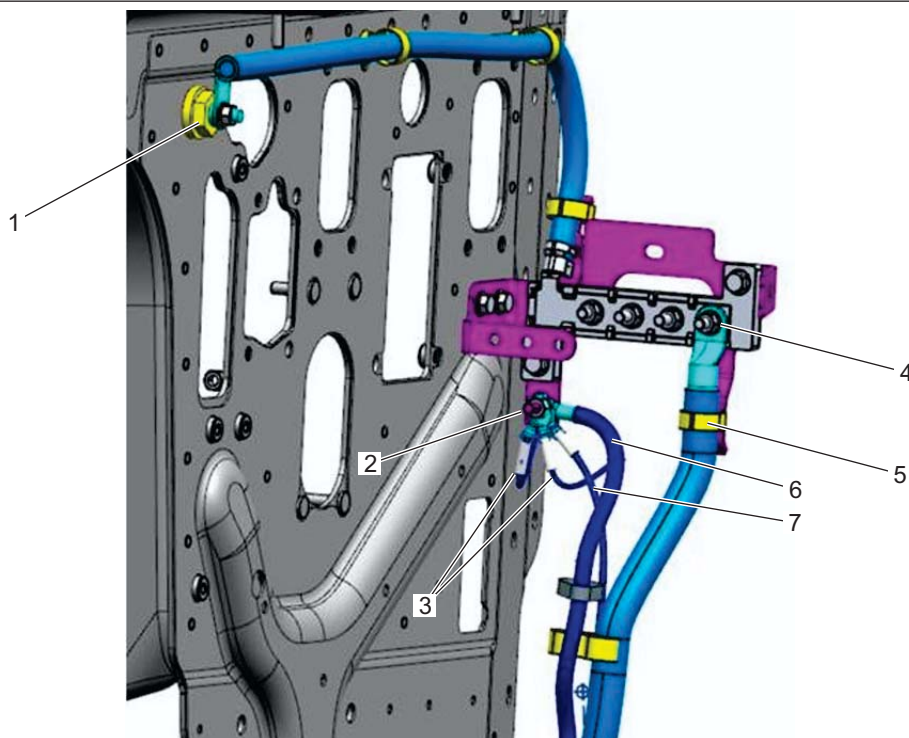
- 10.4 Locate and mark a spot directly between the mound and the closest rivet. The center will be approximately 5/16 inch (7.9 mm) from the edge of the rivet. Verify the area below the floor is clear, and drill a 5/16 inch (7.9 mm) hole through the aluminum floor at the spot marked. See [Fig. 5](#).



Fig. 5, Measuring Between the Floor Mound and the Rivet

- 10.5 Use a cutoff wheel or suitable tool to cut the damaged stud off flush with lower floor skin.
- 10.6 Using a 5/16 x 1.25 bolt, install the A/C line support Z bracket, and secure it with a washer and nut. Torque to 14 lbf-ft (18 N·m).
- 10.7 Position the driver's-side floor mat in the vehicle and install the-driver's side lower steering cover, the lower A-pillar cover, and the sill cover.
11. Inspect the GNDE pass-through stud on the engine side of the frontwall. See [Fig. 6](#) and [Fig. 8](#). Verify that the GNDE pass-through stud on the engine side frontwall is clean and torqued correctly. Disassemble and inspect the stud for overspray on the flat surfaces. Torque the stud 7 lbf-ft (9.5 N·m). Repaint the connection as necessary.

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02/19/2019

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1. GNDE Frontwall Pass-Through Stud
2. GNDE Non-Isolated Stud
3. Cab Ground Harnesses (mod 28G)
4. GNDE Ground Terminals (harnesses not shown for clarity)
5. GNDE to Battery
6. Cab Skin Ground Cable
7. Chassis Ground Harness to frame rail (mod 2YU)

Fig. 6, MGJB and Frontwall Grounds



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Fig. 7, GNDE Cab Skin Stud



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Fig. 8, GNDE Engine-Side Pass-Through Stud

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12. Inspect the GNDP non-isolated stud, located on the lower aft portion of the MGJB bracket. See [Fig. 6](#), ref. 2.

NOTE: There should always be FOUR ring eyes attached to the GNDP non-isolated stud. **The non-isolated stud itself is NOT a return path to ground through the bracket and relies on the grounding cable returning to the frame for ground**; confirm the 2YU GNDP cable is connected from the stud to the frame rail GNDP stud. The GNDP cab skin cable is oversized, and larger than the return to frame cable.

Verify that the GNDP non-isolated stud is clean, configured properly, and torqued correctly. See [Fig. 9](#). Disassemble and inspect the stud for overspray on the flat surfaces, and in between the ring eyes. Verify there are exactly four (4) circuits on ring eye terminals that attach to the GNDP non-isolated stud on every vehicle. If more or less are found on this stud, combine this inspection step with the next one for GNDE MGJB, separate and group the cables until four GNDP connections are confirmed. Fan these GNDP ring eyes properly on the non-isolated stud and then torque the stud to 14 lbf-ft (18 N-m). Repaint the connection as necessary.

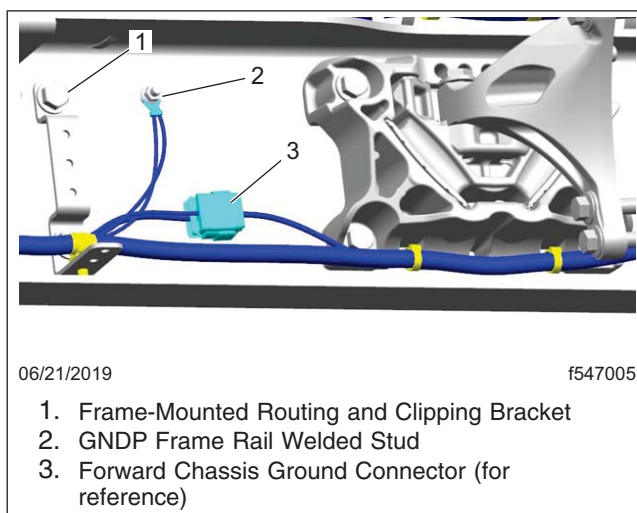


Fig. 9, GNDP Frame Rail Stud

13. Inspect the GNDE ring terminals on the isolated studs on the Main Ground Junction Block (MGJB). See [Fig. 6](#), ref. 4. Verify that the GNDE connections to the MGJB are clean, configured properly, and torqued correctly.

NOTE: No particular location or order is needed for the GNDE terminals, other than ensuring that only GNDE terminals are located on the MGJB studs.

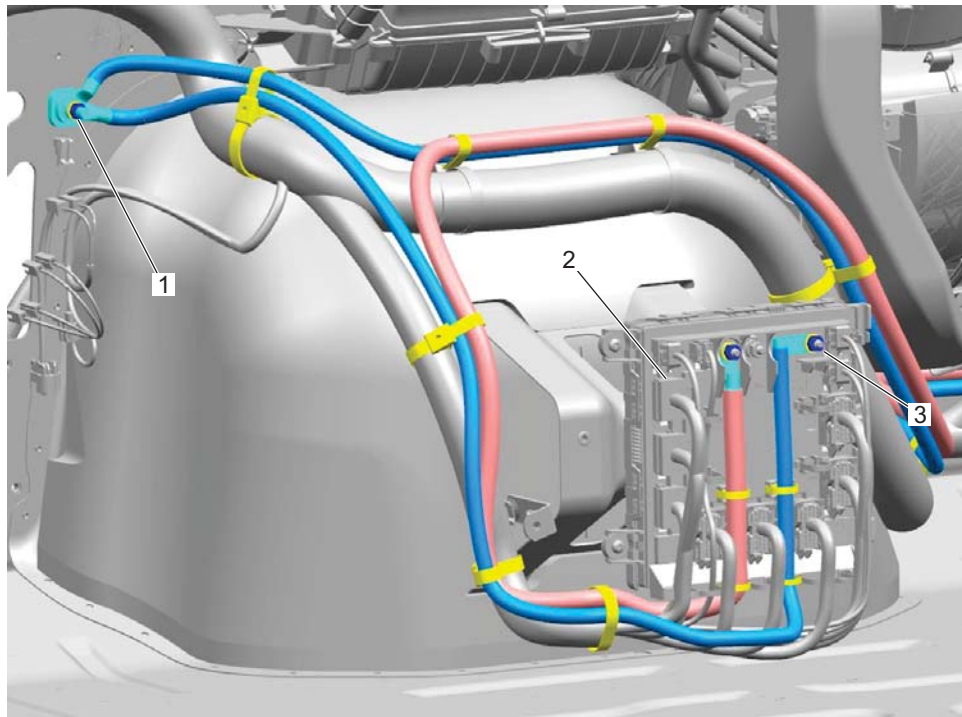
Disassemble and inspect the studs for overspray on the flat surfaces, and in between the ring eyes, then fan the ring eyes properly and torque the studs 14 lbf-ft (18 N-m). Repaint the connection as necessary.

14. Inspect the ASAM (advanced signal detect and actuation module) power and ground connections. Check the torque at the ASAM power and ground connections. Torque them 8.6 lbf-ft (12 N-m).
15. Inspect the GNDE pass-through stud on the cab side of the frontwall. See [Fig. 10](#) and [Fig. 11](#).

NOTE: The driver's side HVAC floor duct and the main dash harness clipping tie strap may need to be removed for improved access to the cab side GNDE pass-through.

Wiggle the cable to check for movement, and service if loose. Torque the stud 7 lbf-ft (9.5 N-m).

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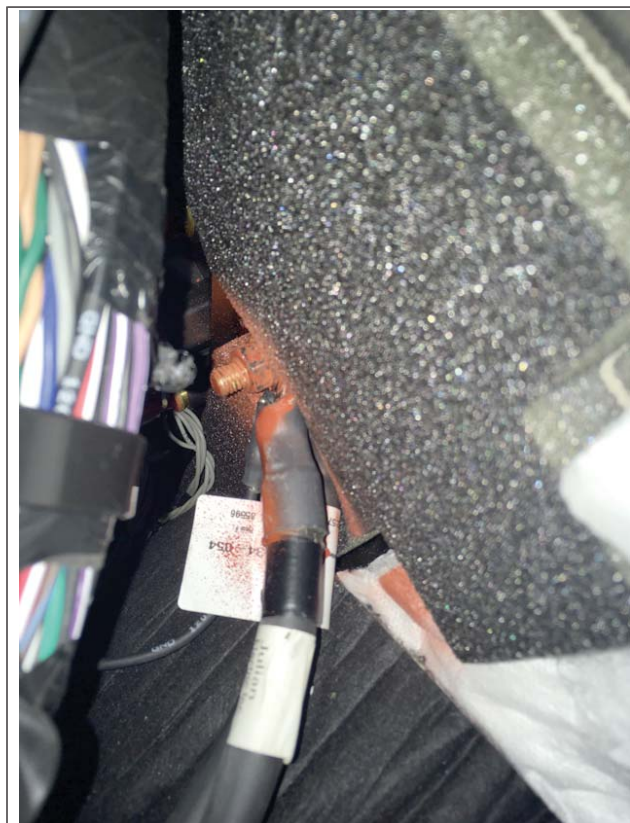
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1. GNDE Pass-Through Stud

2. ASAM

3. ASAM Ground

Fig. 10, Ground Locations Inside the Cab



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Fig. 11, Cab Side GNDE Pass-Through Stud

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16. Install the ground service harness (A66-17803-001).
 - 16.1 Remove the VPDM outer cover, then remove the 4 mounting screws and gently lower the VPDM to the cab floor and remove the back cover from the VPDM. Refer to Section 54.08, Subject 100 in the *New Cascadia Workshop Manual* for instructions.
 - 16.2 Locate and remove VPDM connector J6 by loosening the captured screw from the front of the VPDM and removing the connector from the back of the VPDM. See [Fig. 12](#).
 - 16.3 Locate and remove the black ground wire from VPDM connector J6, pin E10 by removing the green terminal lock from the connector and then removing the wire/terminal while at the same time releasing the lock tab using tool DDE DK10CHA17002-2, or a similar tool. See [Fig. 13](#) and [Fig. 14](#).
 - 16.4 Locate the 2-pin connector provided on service harness A66-17803-001 and separate the housing from the harness mating connector housing, then remove the grey terminal lock from the connector housing.
 - 16.5 Install the GND wire into the 2-pin connector. The GND wire can be inserted into either pin of the 2-pin connector because both pins are populated with circuit GND-C. Once the GND wire is inserted into the 2-pin connector, install the grey terminal lock to secure the terminal. Connect the 2-pin connector with the mating harness connector.
 - 16.6 Install the green terminal lock into connector J6, then install the connector J6 in the VPDM and secure it with the captured screw on the front of the VPDM. Tighten captured screw to 3.7 lbf-ft (5 N-m). Verify that the connector is fully seated by making sure that the green indicator next to captured screw extends from the VPDM housing.
 - 16.7 Locate the ground module at the right lower cab under the electronics bay. Disconnect the 8-pin connector (GND_INT_DASH_O_STP_GNDP_1A) from the ground module. See [Fig. 15](#).
 - 16.8 Locate the wire terminal labeled HRN GNDP on service harness A66-17803-001. Route the HRN GNDP end of the harness along the existing dash harness from the VPDM to the ground module under the electronics bay.
 - 16.9 Using tool DDE DK10CHA17002-2 or a similar tool, pull the red terminal lock from the module side of the 8-pin connector so that the terminal can be inserted. See [Fig. 16](#).
 - 16.10 Insert the wire terminal HRN GNDP into pin 6 of the 8-pin ground module connector and push the red lock back into the locked position. Connect the 8-pin connector to the ground module. See [Fig. 17](#).
 - 16.11 Route the remainder of service harness A66-17803-001 labeled CS HRN GNDP along the existing dash harness, across the dash to the base of the steering wheel clockspring.
 - 16.12 Unplug the clockspring 6-pin connector (STRG_DASH_O_CLOCK_SPRING_1A) from the underside of the clockspring. Remove the black ground wire GND currently in pin 4 of the clockspring connector by first releasing the terminal lock and then releasing the tab that holds the terminal using tool DDE DK10CHA17002-2 or similar tool.
 - 16.13 Blunt cut, shrink tube, and secure the GND wire back into the harness. Install the wire terminal labeled CS HRN GNDP from service harness A66-17803-001 into the clockspring connector at pin 4, and install the terminal lock. Secure the service harness to the existing dash harness as needed using electrical tape and tie straps. Install the front and rear VPDM covers and install the VPDM.

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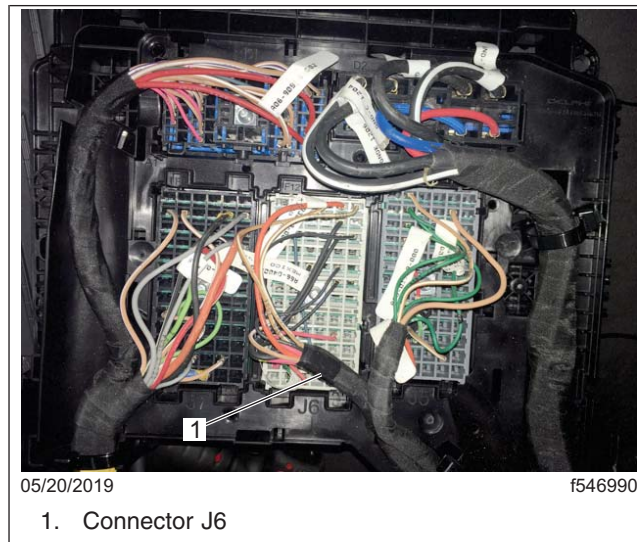


Fig. 12, VPDM Connectors

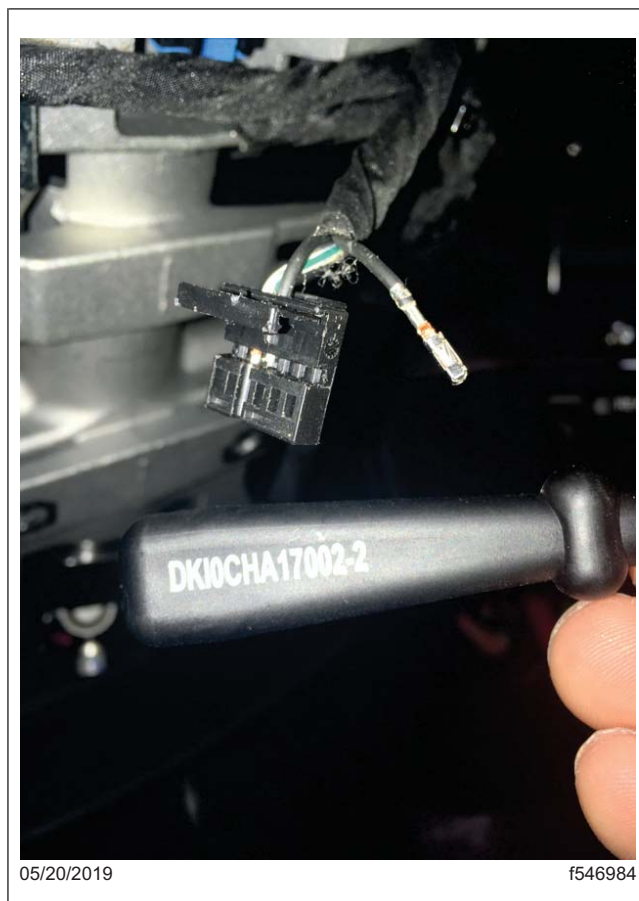


Fig. 13, Wire Removal Tool DDE DKIOCHA17002-2

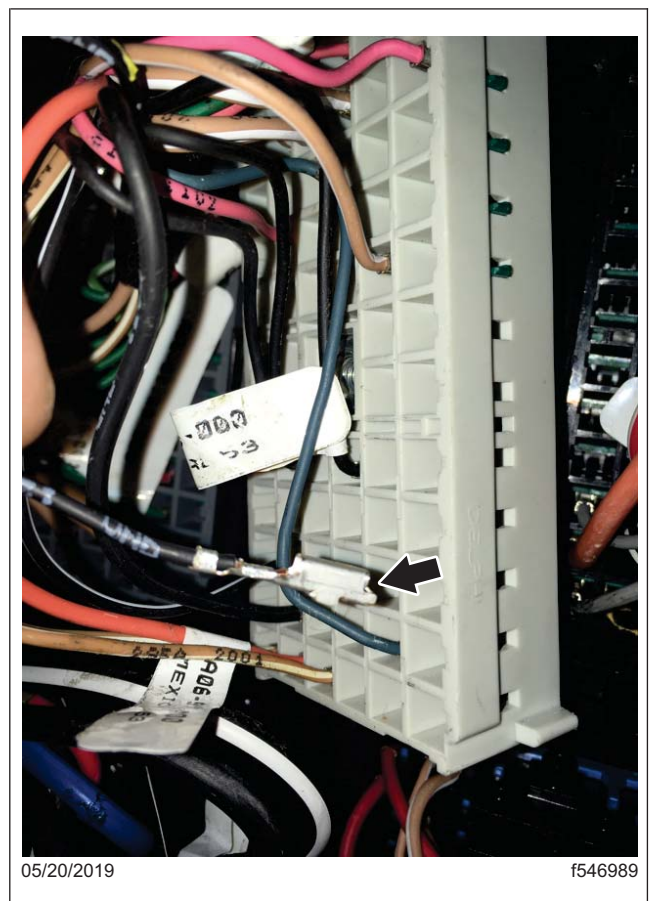
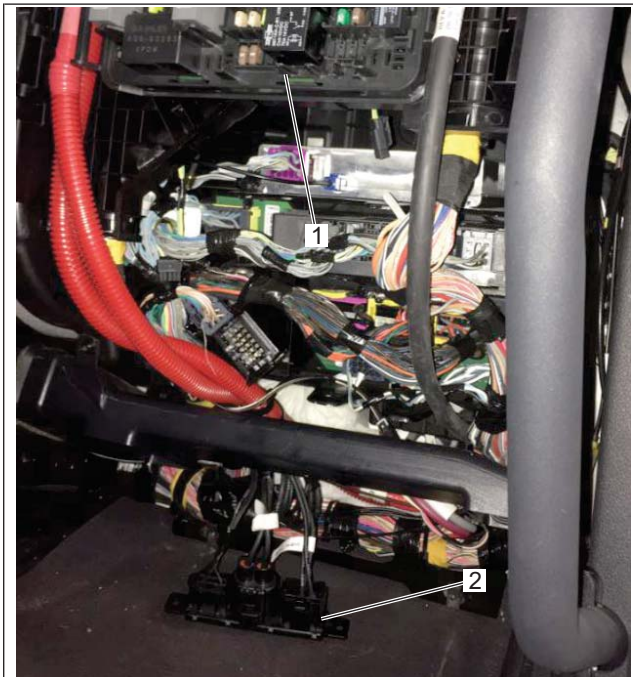


Fig. 14, Removing the Ground Wire from Connector J6, E10

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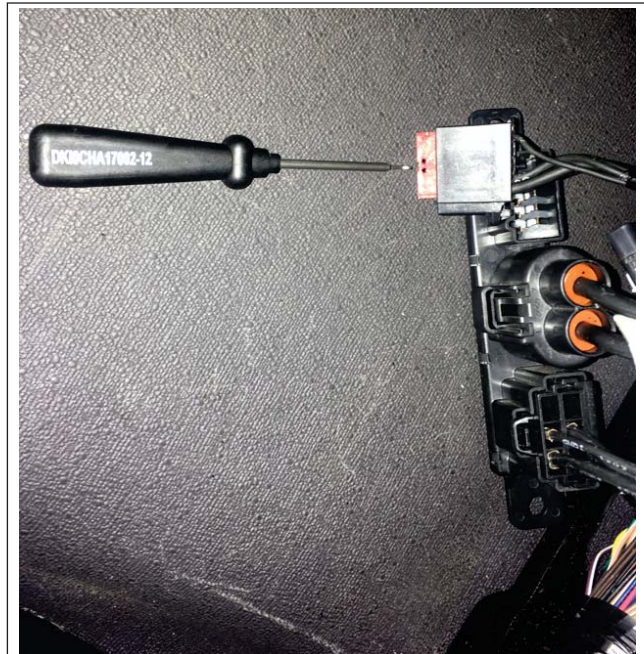


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1. VPDM
2. Ground Module

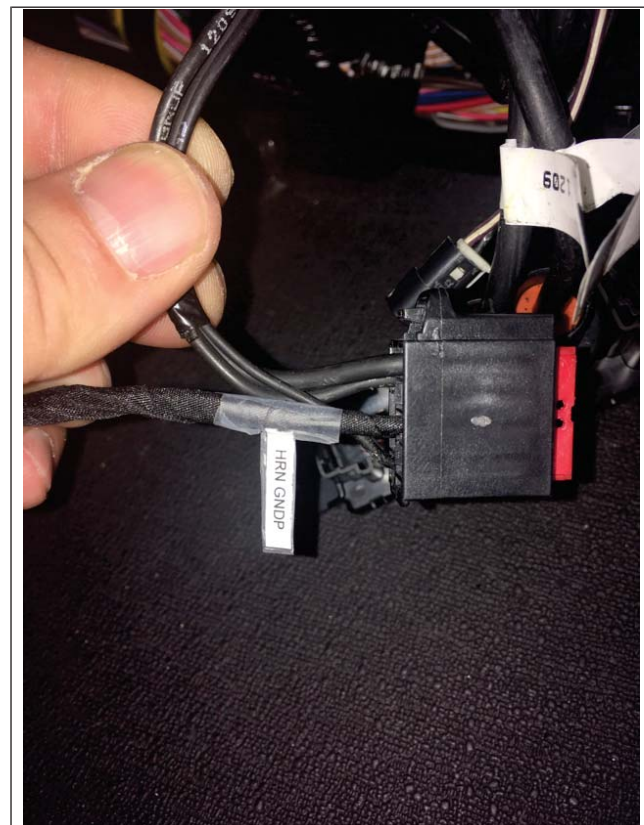
Fig. 15, Ground Module Location



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Fig. 16, Removing the Red Terminal Lock



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Fig. 17, 8-Pin Connector with Terminal HRN GNDP Installed

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IMPORTANT: An airbag will be installed on the steering wheel during this repair, along with a new clockspring. The repair will also require that the air bag ECU be connected and two parameter changes.

17. Replace the steering wheel clockspring. Refer to Section 46.01.140 in the *New Cascadia Workshop Manual* for instructions.

17.1 Remove the cover from the steering wheel .

17.2 Disconnect the clockspring connector from the right hand (RH) switch pod. See **Fig. 18**.

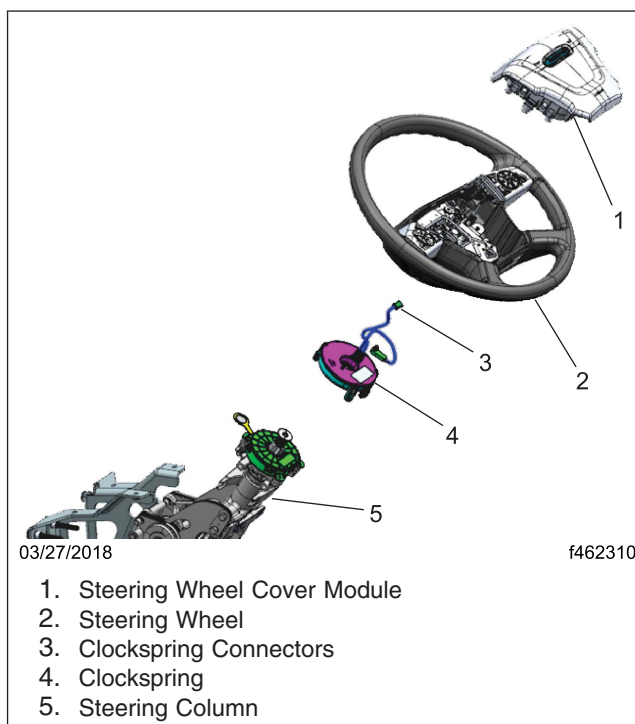


Fig. 18, Steering Wheel Cover Module, Steering column and Clockspring

17.3 Use a 10 mm hex driver to remove the steering wheel bolt. Retain the bolt.

17.4 Remove the steering wheel.

17.5 Remove the clockspring capscrews.

17.6 Remove the clockspring.

17.7 Install the new clockspring and connect it to the dash wiring.

17.8 Tighten the clockspring capscrews to 10 lbf·in (113 N·cm) +/- 1 lbf·in (11 N·cm).

17.9 Thread the switch and airbag connectors through the hole to the right of the steering wheel, and set the steering wheel on the steering column.

17.10 Carefully align the skip-tooth on the steering wheel with the skip-tooth on the steering column shaft end and lower the wheel onto the column. Refer to Section 46.01, Subject 100 in the *New Cascadia Workshop Manual* for instructions.

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- 17.11 Apply Loctite® 242 to the steering wheel bolt, then install the bolt and tighten 52 to 66 lbf-ft (70 to 90 N·m).
- 17.12 Install a new airbag on the steering wheel (14-19562-001). Connect the steering wheel switch connector and the electrical wiring from the clockspring to the new airbag module, then position the airbag module on the steering wheel.
- 17.13 Install two airbag retaining screws (23-14428-000) at the bottom of the steering wheel, and tighten 44 to 53 lbf-in (500 to 600 N·cm).
- 18. The airbag ECU harness connector was wrapped and secured, and will need the ECU pigtail harness rerouted and connected to the cab harness in order to complete this repair.
 - 18.1 Locate the airbag ECU, located beneath the driver's-side seat.
 - 18.2 Raise the seat to the highest position.
 - 18.3 Remove the B-pillar trim to access the harness connectors for the airbag ECU.
 - 18.4 Remove and unwrap the connectors for the airbag ECU pigtail going to the B-pillar harness, previously secured in a plastic bag.
 - 18.5 Connect the airbag ECU sensor harness to the cab harness. The connectors are located behind the base of the B-pillar cover. Route the harness wiring along or under the floor mat as needed.

NOTE: The floor harness connectors to the airbag ECU should be kept behind the B-pillar trim to protect them. The B-pillar trim should be left off until step 26.

- 19. If the vehicle is equipped with a Rolltek ECU, continue with the next step. If the vehicle is not equipped with a Rolltek ECU, go to step 21.
- 20. Connect the RollTek module.
 - 20.1 Remove the access panel from the back of the RollTek module.
 - 20.2 Remove the B-pillar lower trim and locate the yellow two-pin connector in the B-pillar cavity, the two-pin connector was previously stowed as shown on page 2 of D66-16484-000.
 - 20.3 Remove and discard the terminating resistor A66-17222-000 from the Rolltek connector, shown on page 3 of D66-16484-000.
 - 20.4 Connect the yellow two-pin connector into the RollTek module. Secure harness as needed.
 - 20.5 Install the plastic harness connection cover plate on the RollTek ECU.

NOTE: The B-pillar trim should be left off until step 26.

- 21. Connect the batteries. If the vehicle is not equipped with a RollTek ECU, continue with the next step. If the vehicle is equipped with a RollTek ECU, go to step 23.

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NOTE: Ensure that the latest version of DiagnosticLink is installed before programming the vehicle.

22. In order to complete the installation of the new airbag, two parameters must be changed. Open DiagnosticLink prior to connecting to vehicle, then open "Tools", "Options", and "Connections" and make sure the box is checked for "Enable automatic connection of SAE standard J1708 and J1939 devices."
- 22.1 Connect the vehicle to DiagnosticLink and ensure that CGW rollcalls is visible in the "Connections" window and open "Program Device", remove any pending downloads.
- 22.2 Open "Parameters" and allow for the parameters to be read completely by DiagnosticLink, as indicated by the status bar at bottom of page.
- 22.3 Go to Program Device. There should be an upload pending. Click "Connect to Server" to upload the vehicle parameters to the server.
- 22.4 After upload is complete, click "Add." Make sure the correct VIN is populated in the pop-up window, then click "OK" and "Connect to Server."
- 22.5 After the server download is complete, use the "Parameters" tab to set the following two parameters:
 - **CGW04T:** "Monitor parameter ECU24", change parameter to A027447527-001 "ECU24: SRS J1939open not installed", Then use the "+" box to expand "Monitor Parameter ECU24", drop down 4 lines to "ECU Installed", change Value from "No" to "Yes" by selecting parameter A0254479827-001. See [Fig. 19](#).
 - **ICUC:** "PID 0x43 (FTL Config)", "paramSRS" change parameter to A0414475121-001 param-SRS available, and verify value is changed to "available." See [Fig. 20](#).
- 22.6 Press the "Send" button to write the parameter changes to the ICUC and CGW in the vehicle.
- 22.7 Once the parameter write is complete, click on the "Program Device" panel and verify there is a pending upload. Click on "Connect to Server" to upload updates to server.

The screenshot shows the DiagnosticLink Professional software interface. The 'Parameters' tab is active, displaying a list of parameters for a vehicle with VIN 3AKHHR2H52Z3450. The 'ECU Installed' parameter for ECU24 is highlighted, showing a value of 'yes' and a selected parameter A0254479827-001. The status bar at the bottom indicates 'Parameters were successfully read from the device.'

Parameter	Part	Value	Units	Minimum	Maximum	Description
Monitor parameter ECU08	A0274474827-001	ECU 08: HVAC installed				
Monitor parameter ECU10	A0144472027-001	ECU 10: SSAM installed				
Monitor parameter ECU12	A0144472727-001	ECU 12: R2F not installed				
Monitor parameter ECU16	A0274475427-001	ECU 16: TPMS J1939open not installed				
Source Address	(from parent)	33				
Location	(from parent)	J1939_Open/Telematics				
Short Term	(from parent)	TPMS				
ECU Installed	A0144474927-001	yes				
ECU Monitoring Active	(from parent)	yes				
ECU CAN Wake able	(from parent)	no				
ECU Monitoring Timeout Type	(from parent)	normal				
Diagnostics	(from parent)	J1939				
ECU for the CDS relevant	(from parent)	no				
Monitor parameter ECU20	A014447627-001	ECU 20: ACM not installed				
Monitor parameter ECU21	A0144477127-001	ECU 21: ESP not installed				
Monitor parameter ECU24	A0274475727-001	ECU24: SRS J1939open not installed				
Source Address	(from parent)	53				
Location	(from parent)	J1939_Open/Telematics				
Short Term	(from parent)	SRS				
ECU Installed	A0254479827-001	yes				
ECU Monitoring Active	(from parent)	yes				
ECU CAN Wake able	(from parent)	no				
ECU Monitoring Timeout Type	(from parent)	normal				
Diagnostics	(from parent)	J1939				
ECU for the CDS relevant	(from parent)	no				
Monitor parameter ECU25	A0274476427-001	ECU 25: MPC not installed_NAFTA				
Monitor parameter ECU26	A0154471827-001	ECU 26: PSM not installed				
Monitor parameter ECU37	A0154472527-001	ECU 37: VRDU installed and not CDS relevant - Cor1				
Monitor parameter ECU39	A0154473227-001	ECU 39: DCMD installed				
Monitor parameter ECU40	A0154473827-001	ECU 40: DCMP installed				
Monitor parameter ECU44	A0274474927-001	ECU 44: HVAC not installed				
Monitor parameter ECU49	A0274476827-001	ECU 49: IPM not installed				
Monitor parameter ECU76	A0304475727-001	ECU76: CTP not installed not for the CDS relevant				
Monitor parameter ECU92	A0274475027-001	ECU 92: HVAC not installed				

Fig. 19, Modifying the CGW Parameter

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DiagnosticLink - Professional

Parameters

VIN: 3A2H9H0K2H223430 Vehicle: New Cascadia-Steering

Parameters for VRD027 cannot be edited because the device does not match the software or hardware part number contained in the Last Serviced data. Click here to open the Program Device view to reprogram these devices before attempting to make parameter changes.

English (United States) troubleshooting content (New Cascadia Electrical Systems and Troubleshooting Manual) is more than 30 days old and should be refreshed. This requires an internet connection and may take a few minutes. Click here to refresh this content now.

There are data items on this computer that are required to be uploaded to the server. Click here to attempt to connect to the server now.

All Parameters | Compare Parameters | Compare Server Data | Cruise Control | Engine Protection | Fan | Fleet Management | Global Variant Coding | Idle and PTO Shutdown | Instrument Cluster Device Variants | Optimized Idle | Progressive Shift | PTO | Speed Limiter | Transfer Accumulators | Transmission

Parameter	Part	Value	Units	Minimum	Maximum	Description
Monitor parameter EC008	A0274478027-001	ECU 08: HVCF installed				
Monitor parameter EC010	A0144472027-001	ECU 10: SSAM installed				
Monitor parameter EC012	A0144472727-001	ECU 12: IED not installed				
Monitor parameter EC016	A0274475427-001	ECU 16: TRMS J1939open not installed				
Source Address	(from parent)	33				
Location	(from parent)	J1939_Open/Telematics				
Short Term	(from parent)	TPMS				
ECU installed	A0144478027-001	yes				
ECU Monitoring Active	(from parent)	yes				
ECU CAN Wake able	(from parent)	no				
ECU Monitoring Timeout Type	(from parent)	normal				
Diagnostics	(from parent)	J1939				
ECU for the CDS relevant	(from parent)	no				
Monitor parameter EC020	A0144478627-001	ECU 20: ACM not installed				
Monitor parameter EC021	A0144477127-001	ECU 21: ESP not installed				
Monitor parameter EC024	A0274475727-001	ECU24: SRS J1939open not installed				
Source Address	(from parent)	33				
Location	(from parent)	J1939_Open/Telematics				
Short Term	(from parent)	SRS				
ECU installed	A0254478627-001	yes				
ECU Monitoring Active	(from parent)	yes				
ECU CAN Wake able	(from parent)	no				
ECU Monitoring Timeout Type	(from parent)	normal				
Diagnostics	(from parent)	J1939				
ECU for the CDS relevant	(from parent)	no				
Monitor parameter EC025	A0274478427-001	ECU 25: MPC not installed, NAPT				
Monitor parameter EC026	A0154478027-001	ECU 26: PSM not installed				
Monitor parameter EC037	A0154473227-001	ECU 37: VRD installed and not CDS relevant - Cori				
Monitor parameter EC039	A0154473227-001	ECU 39: DCMD installed				
Monitor parameter EC040	A0154473827-001	ECU 40: DCMF installed				
Monitor parameter EC044	A0274478027-001	ECU 44: HVCP not installed				
Monitor parameter EC049	A0274478027-001	ECU 49: IPA not installed				
Monitor parameter EC076	A0304475727-001	ECU76: CFP not installed not for the CDS relevant				
Monitor parameter EC082	A0274475027-001	ECU 82: HVCR not installed				

Parameters were successfully read from the device.

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Fig. 20, Modifying the ICUC Parameter

IMPORTANT: If there is no pending upload, go back to "Parameters," click "Refresh," and verify that the two parameters are correctly set per step 22.5. Go back to "Program Device", there should now be a pending upload, click "Connect to Server".

23. Verify proper operation of the steering wheel switches and the electric horn, and make sure that the SRS telltale indicator on the ICUC instrument cluster is operating normally, the SRS indicator should come on for a few seconds after ignition on or start up. If this does not happen, then verify that the correct parameters have been set in the ICUC and the CGW as indicated in step 22.5.

23.1 Clear all fault codes, ensure no active fault codes are present in SRS.

23.2 With ignition on and engine off, wait until the SRS lamp on the ICUC instrument cluster is not lit.

23.3 With ignition off, unplug the yellow two-pin connector in the B-pillar for airbag harness. See Fig 21.

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Fig. 21, Yellow Two-Pin Connector

- 23.4 With ignition on, verify that the SRS lamp lights and there is a pop-up message on the ICUC that states "Caution – Driver airbag Error Detected." If this does not happen, then verify that the correct parameters have been set in the ICUC and the CGW as indicated in step 22.5.
- 23.5 With ignition off, connect the yellow two-pin connector in the B-pillar for air the bag harness and turn ignition on. Wait up to 15 seconds for the SRS self-check to complete and verify that the SRS lamp light goes out and the popup message disappears.
- 23.6 Check for fault codes in the SRS ECU, and verify that there are no active faults. Clear all previously active SRS faults.
- 24. Disconnect the vehicle from DiagnosticLink.
- 25. Install the dash panels. Refer to Section 60.06, Subject 100 in the *New Cascadia Workshop Manual* for instructions. Install the B-pillar trim if previously removed.
- 26. Close the hood.
- 27. Verify proper operation of the steering wheel switches and the electric horn, and make sure that the SRS telltale on the instrument cluster is operating normally and does not remain illuminated after start up.
- 28. Clean a spot on the base label (Form WAR259). Write the campaign number, SF587, on a blank grey completion sticker (Form WAR260), and attach it to the base label to indicate this work has been completed.